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ART. IX.—*Observations on the Expediency of opening a Second Port in China, addressed to the President and Select Committee of Supracargoes for the management of the Affairs of the Honourable East India Company in China, by SAMUEL BALL, Esq., Inspector of Teas.*

INTRODUCTION.

THE following Memoir, bearing date the 2nd July, 1816, was written on the occasion of Lord Amherst's Embassy to Peking. A few copies were printed at the Company's press at Macao, early in the year 1817, for private circulation only, and were very sparingly distributed, so that this memoir has now become scarce, and not to be found, except in a few public and private libraries. The publication of it, therefore, at the present moment, when our relations with China are exciting an intense interest, seems highly desirable. The time is now come when we are called upon to decide what new privileges we have to demand of the Chinese: and since a more unrestricted intercourse with that country is looked for, it becomes an object of the first importance to ascertain at what Ports these privileges may be best obtained; for on that decision the future interests of the trade depend. It will be found that this memoir enters upon that subject with a minuteness of detail and fulness of illustration, not even attempted in any other publication. And though the principles laid down and course of arguments employed, may seem exclusively confined to the state of the trade under the control of the East India Company, yet they will be found, in fact, equally applicable to the circumstances of the trade at the present moment, and to contain matter eminently worthy of the attention of the public. It has been deemed advisable not to alter the original text, but to add a few notes, marked thus §, where any change of circumstances in the trade, or matter furnished by more recent information, seemed to render such observations necessary. For greater ease of reference, the Chinese names of places have been altered and adapted to the orthography of Arrowsmith's map.—EDIT.

THE importance of opening a second port in China, as connected with the Company's interests, has escaped the attention of few persons who have given the least consideration to our connections with

that country. Unfortunately, however, there exists so much diversity of opinion as to which port would be the most favourable, that we are involved nearly in the same doubt and perplexity, as if nothing had been written upon the subject. Some have fixed on Amoy ; others on Ning-po ; some on Shang-hay-hien, in Kiang-nan ; some on Chusan, and Formosa ; and some even on Cochin-China. It is to be regretted, that none of the advocates for those ports have stated their reasons of preference more at large ; nor is it easy to perceive upon what principles they are grounded. If they be tried by the first great rule in commerce, viz., to choose the point where we are best enabled to buy the cheapest and sell the dearest, none will appear to have much weight.

Tea may be considered as the only valuable branch of our trade, and all our imports are subservient to the purchase of this article. Let it be remembered, that scarcely a single article of the Company's imports, except cotton, would ever be brought to China, but for the purchase of tea*. It therefore appears probable, even without any examination, that the port to which the teas can be sent at the least expense must be the best situation for the Company's trade.

If the trade were perfectly unrestrained, no inquiry would be necessary ; but since it is diverted from its natural course by the arbitrary regulations of the Chinese Government, if we seek any amelioration, we must endeavour to determine what the natural channels would be, provided the trade were left free.

Many preliminary objects must therefore be discussed before we can arrive at any solid conclusions upon this subject. We must first determine :—Which are the great rivers of the empire ; through what provinces they flow ; where they disembogue into the sea ; how they are connected with other smaller rivers ; and whether, and where they form a junction ;—what are the most populous districts ;—what cities or towns are principally connected with the consumption of our imports ; and which are the seats of the growth and manufacture of the goods we export.

When we have determined the relative importance of these, we shall then be enabled to ascertain which port will be the most favourable for the trade.

The present inquiry will therefore be conducted upon these principles ; and I think I shall be enabled to prove, that Canton is, of all other ports, the most unfavourable for the trade ; and that a port

* This observation, though true at that period, must now be received with some allowance.—See Appendix K for loss on British imports, which, in 1814-15, amounted to tales 247,112, or 82,370*l*.

hitherto unknown, or unnamed, that of Fu-chew-fu, in the province of Fo-kien, in the immediate vicinity of the tea country, is the most favourable.

The two great rivers in this vast empire are the Yang-tse-kiang, and the Yellow River.

The Yang-tse-kiang is the finest and most navigable river in all China. It flows from west to east through the provinces of Se-tchuen and Hou-quang, and skirting the northern part of the province of Kiang-see, disembogues into the sea in Kiang-nan. These provinces are the central, and have, in all ages, been the most celebrated and populous provinces in the empire¹.

The Yellow River, though large, is not very navigable. This river also bends its course from west to east, and disembogues itself into the sea in the province of Kiang-nan, though it can scarcely be said to enter China until it divides the two provinces of Shen-see and Shan-see².

In the same part of the empire, (the province of Kiang-nan,) where these two rivers disembogue into the sea, is also found that stupendous work, the Grand Canal. It extends from the city of Hang-chew-fu, situated on the borders of the two provinces of Tche-kiang and Kiang-nan, in an irregular line of 500 miles to the northward, through the populous provinces of Kiang-nan and Shan-tung; and forming a junction with the Ouey-ho, or Eu-ho, and the Pei-ho, thus unites the two provinces of Kiang-nan and Tche-kiang, with the imperial city of Peking, the present capital of the empire.

Upon inquiry, I find that the direct inland communication between the southern provinces of the empire, and the celebrated city of Su-chew-fu, the capital of the eastern division of Kiang-nan, is not by the Yang-tse-kiang^{*}; but in that tract pursued by the embassy under Lord Macartney, by the city of Hang-chew-fu, where the Grand Canal terminates, and along the rivers Tcheng-tang-kiang, Kan-kiang, and Pe-kiang, in the provinces of Tche-kiang, Kiang-see, and Quang-tong.

Thus, as the great river, the Yang-tse-kiang, running through the centre of the empire, connects its western and eastern extremities in the province of Kiang-nan; so also do the Yellow River and the Grand Canal unite this province with the city of Peking, the capital of the empire, and the provinces of the north. The Tcheng-

¹ See Appendix A.

² See Appendix B.

* The reason is—the route by this river is more tedious and uncertain in the present state of navigation in China. See Sir G. T. STAUNTON'S *Notes on the Embassy to Peking*, 1806, pp. 273, 274.

tang-kiang, which flows past the city of Hang-chew-fu, connects this province again with the rivers of Tche-kiang, Kiang-see, Quang-tong, and Fo-kien, thus forming a grand communication with all the great rivers and canals of the empire ; and uniting in the eastern division of the province of Kiang-nan, the northern and southern, as well as the western and eastern extremities of the empire : a circumstance which has, in all ages, rendered this particular district eminently populous and commercial. No less than five cities of the first order—among which are the celebrated ones of Su-chew-fu and Hang-chew-fu—are seated on the banks of that part of the Grand Canal which lies between the basin at Hang-chew-fu, and its junction with the Yang-tse-kiang, a distance of only 200 miles ; besides Nankin the ancient capital of the empire, the cities of Song-kiang-fu, and Heu-chew-fu, and innumerable towns and hamlets in its immediate vicinity.

The population of China was estimated in the year 1777¹, by the Père Amiot, not to be overrated at 200,000,000. The amount furnished by the Père Allerstain, in the same memoir, is reckoned for the several provinces as follows :—

Pe-tche-lee	15,000,000	Hu-nan	16,000,000
Shen-see	7,000,000	Hou-quang	17,000,000
Shan-see	10,000,000	Se-tchuen	3,000,000
Shan-tung	25,000,000	Quey-chew	3,000,000
Kiang-nan	46,000,000	Kan-sou	7,000,000
Tche-kiang	16,000,000	Yun-nan	2,000,000
Fo-kien	8,000,000	Quang-see	4,000,000
Kiang-see	11,000,000	Quang-tong	7,000,000

Total, 197 Millions.

Thus the population of the province of Kiang-nan exceeds that of any other in China ; whilst that of the provinces with which it has a complete water communication, perfectly uninterrupted, and unimpeded by mountains or land journeys², would amount, including Kiang-nan itself, to seven-tenths of the whole population of the empire ; and whatever diversity of opinion there may be respecting the whole population of China, all are agreed, that these provinces have had a vast superiority in relative population at all periods³.

¹ Date of Memoire. See *Memoires des Chinois*, tom. 6, p. 275.

² The provinces above alluded to are Kiang-see, Hu-nan, Hou-quang, Se-tchuen, and Quey-chew, all within the influence of the Yang-tse-kiang ; and those of Pe-tche-lee, Shan-tung, and Tche-kiang, connected with the navigation of the Grand Canal.

³ The provinces of Kan-sou, Shen-see and Shan-see, are not included in the above seven-tenths of the population, because I have no accurate information of

The principal places known to the merchants at Canton, as the great marts of trade, whence European commodities are diffused over the empire, are the cities of Su-chew-fu, in the province of Kiang-nan; Hang-chew-fu, in the province of Tche-kiang; Vu-chang-fu, or Han-keu, the capital of the northern division of the Hou-quang; Chang-cha-fu, the capital of the southern division of the same province; Nang-chang-fu, the capital of Kiang-see; and Canton, the capital of Quang-tong.

The most celebrated of these are Su-chew-fu, in Kiang-nan; Hang-chew-fu, in Tche-kiang; and Han-keu, or Vu-chang-fu, in Hou-quang¹. The other places, and those indeed of the first importance to our trade, are the districts in which the green and black teas are produced; the one situated in the neighbourhood to the west of Whey-chew-fu, in the province of Kiang-nan; and the other in the mountains of Vu-ye, situated towards the N. W. part of the province of Fo-kien.

Now the distance from the mouth of the Yang-tse-kiang, or from the city of Hang-chew-fu, is less to any of these places than from Canton to the same places. The navigation from Canton, through the provinces of Kiang-see and Hou-quang, is impeded by a chain of mountains that divides these provinces from that of Quang-tong (Canton), at the passes of Siao-moey-lin, and Ta-moey-lin, the former in Hou-quang, and the latter in Kiang-see. In the route to Hang-chew-fu, it is impeded a second time, by a short land journey at Yu-shan, on the borders of Kiang-see and Tche-kiang. A second land journey must also be performed into the black tea districts, at the Passes of Fun-shuey-kuon, and Tong-mu-kuon, where a lofty chain of mountains separates this province from the adjacent one of Kiang-see. The rivers in Kiang-see and Hou-quang have torrents which add somewhat to the expense of the navigation:—the boats which navigate these rivers, and that of the Tchong-tang-kiang, in Tche-kiang, are small; those of Kiang-see, seldom carry more than seventy or eighty chests of tea; the goods are transhipped four or five times on their passage, and the navigation is tedious. But on that part of the Grand Canal, which lies between the city of Hang-chew-fu, and the river Yang-tse-kiang, Mr. Barrow speaks of having seen vessels of 200 tons; and Du Halde says the biggest barks

the inland navigation to and from these provinces. It is clear, however, from their being northern ones, they ought to be added. For the same reason, I have not included the province of Yun-nan, though the metals and other productions of this province are principally conveyed down the Yang-tse-kiang.

¹ See Appendix C. D. E.

in the empire navigate the Yang-tse-kiang, as high as Han-keu, or Vu-chang-fu.

Thus it appears that the cities or towns principally connected with the foreign trade are all within the influence of the Yang-tse-kiang and the Grand Canal; except those of Quang-tong, Quang-see, and Fo-kien; and that even the tea districts in this latter province are considerably nearer that river and the Grand Canal than to Canton:—also, that the facilities of communication with any of these cities or towns, by means of the Yang-tse-kiang and the Grand Canal are greater, and the navigation better, than from Canton to the same places.

The Company's imports into China consist of cotton, woollens, lead, iron, and tin. The exports of black and green tea, raw silk, and nankeens.

The Bombay cotton, is at present entirely manufactured, and principally consumed in the two provinces of Quang-tong and Quang-see. The Bengal cotton is partly consumed in the same provinces; but principally sent to Fo-kien, where it is manufactured and consumed.

By the accounts in the Appendix G It appears that the greatest quantity of woollens is sent to the two principal marts of commerce before described, viz. Han-keu, in Hou-quang, and Hang-chew-fu, in Tche-kiang; and that the whole quantity, except such part as is intended for the consumption of Quang-tong, Quang-see, and Fo-Kien, is sent to the before-mentioned provinces of Hou-quang, Kiang-see, Kiang-nau, and Tche-kiang, all within the influence of the great river, the Yang-tse-kiang; and the Grand Canal, or to the provinces north of these. Consequently, the river Yang-tse-kiang, or the city of Hang-chew-fu, would be more favourable situations than Canton for the diffusion of the woollens over the Empire, except such as are intended for the immediate consumption of the two provinces of Quang-tong and Quang-see.

The lead is chiefly consumed at Canton, this being an article that will not bear the expense of transport. A small quantity is sent annually to the green tea districts, but none to Fo-kien; the people of this province purchase their lead at Han-keu, and the expense of carriage being about one-half of that from Canton, is the reason why this lead is preferred.

Tin is also principally consumed at Canton; a small quantity, however, is also annually sent to the green tea districts. Iron will not bear the expense of transport, and is therefore consumed at Canton.

Now supposing the trade with China to be rendered a free trade, it would probably settle itself into five ports, or divisions, viz. one in the Gulph of Pe-tche-lee; a second, at the mouth of the river Yang-tse-kiang, in Kiang-nan; a third, at Hang-chew-fu, in Tche-kiang; a fourth, at Fu-chew-fu, in Fo-kien; and a fifth, at Canton. The quantity and amount of Company's imports actually consumed in the present state of the trade, in each of these divisions, and the quantity and amount of exports that could be most conveniently shipped from the same places, are as follows:

IMPORTS ¹ .			EXPORTS.	
Districts.	Quantity of Woollens.	Amount of Sales at Canton.		Amount of Purchases at Canton.
Pe-tche-lee	one-ninth	270,552	——
Yang-tse-kiang,	three-fifths	1,488,036	——
Hang-chew-fu, ..	one-ninth	270,552	Green Tea, Raw Silk, and Nankeens	1,759,023
Fo-kien ² ,	——	——	Black Tea, consisting of two-thirds of the exports ³ }	
Canton,	one-sixth	1,051,708	——
Ditto Cotton	}			
Ditto Lead and Iron				
		Tales, 3,080,848		
Add S. Long Ells, and other Woollens unaccounted for }		171,632		
		Tales, 3,252,480		
			Tales,	5,521,683

Thus it appears that the port of Canton is not naturally connected with any part of the export trade, and is useful merely for the consumption of imports suited to this province and that of Quang-see. If so large a proportion of woollens as one-sixth, and imports generally are consumed in these two provinces, it arises merely from this principle—that whatever port is rendered the general emporium of the trade, there will there exist a greater consumption of foreign imports, compared with its population, than in any other part of the Empire.

¹ Imports for season 1814-15. See Appendix K.

² The woollens annually sent to Fo-kien have been added to Hang-chew-fu, the quantity being small.

³ See Appendix L.

A port in the Gulph of Pe-tche-lee could only be favourable for the introduction of articles suited to the consumption of the three provinces of Pe-tche-lee, Shan-see, and Shan-tung.

The city of Hang-chew-fu is the most favourable situation for the exportation of the green teas, raw silk, and nankeens, and is also a good situation for the introduction of goods for general consumption.

But the two most natural and best ports in the empire are the Yang-tse-kiang, which carries off three-fifths of the woollens, and the province of Fo-kien, which produces two-thirds of the exports.

Thus, so far as population, wealth, actual consumption, and easy transport of goods are concerned, a port in the Eastern division of the province of Kiang-nan, at that point where the river Yang-tse-kiang cuts the Grand Canal, is the best geographical situation for the introduction of all goods suited to general consumption; and might, perhaps, be the most favourable one for the trade, but for the bulk and great expense of transporting the black tea out of the province of Fo-kien¹.

FO-KIEN is divided from the adjacent provinces by a chain of mountains that renders the transport of goods exceedingly expensive².

The passes over which the teas are carried into the province of Kiang-see, and from thence to Canton, lie to the north of Tsong-ngan-hien, where the river Min ceases to be navigable. The expense of porterage across these mountains, amounts to one tale, two mace, five candareens per pecul³; which is more than one-third of the whole carriage; though this pass is not one-seventh of the whole distance, nor the time occupied one-fifth of the whole time necessary for the transport of the teas to Canton. Such is the expense of this

1 It is doubtful whether the rivers Yang-tse-kiang and Tchong-tang-kiang are accessible to ships of heavy burthen. In that case the port of Shang-hay-hien, recommended by Mr. Pigou, becomes exceedingly worthy of attention. This port, on account of its central situation between the two cities of Su-chew-fu and Hang-chew-fu, and its proximity to the Yang-tse-kiang, certainly combines many advantages*. See Appendix T.

² See Appendix M. and N.

³ See Appendix Q b.

* The emporium of Shang-hay-hien has since been visited by Mr. Lindsay. He considers it a highly commodious port, and observes that "the advantages which foreigners, especially English, would derive from the liberty to trade to this port, would be incalculable." See further observations in note to Appendix T.

land journey, which is the usual route for conveying the tea to the other provinces. Nor can the teas be moved out of this province, without incurring an expense of carriage of five times the amount necessary for shipping them from the port of Fu-chew-fu. But the greater the expense of crossing these mountains, the more necessary is a port in Fo-kien.

I have also reason to think that the portorage across these mountains is more expensive on tea than on other articles, owing to the inconvenient size of the package. It is more so than either silver or lead¹; and it is certain that the woollens are unpacked at Canton and repacked into chests, which contain four or five pieces, in order to render the package more convenient for carriage².

Again, the route by which teas pass out of Fo-kien is considered as difficult and expensive, and is not the usual one from the coast into Kiang-see³ and Tchc-kiang. It is, therefore, no doubt dearer. Thus a further saving would be made in favour of woollens.

Until better information, however, be obtained upon these points, it would be useless to estimate the expense of transporting goods to the principal marts of trade. The advantage, or otherwise, will principally depend upon the navigation up the river Min; and the passage across the mountains.

The little information I possess upon this subject leads me to think that goods can be transported cheaper from Fu-chew-fu to Hang-chew-fu, than from Canton to Hang-chew-fu; to Han-keu also a trifle less; but to Nan-chang-fu, and the Green Tea Districts, the expense would be rather more.

But even⁴ supposing the expense of transporting woollens from Fu-chew-fu to Hang-chew-fu to be the same as from Canton to Hang-chew-fu—which is quite improbable,—still the bulk of the woollens is so small, compared with that of the black teas, that the

¹ The expense of transport between Ho-keu, in the province of Kiang-see, and Sing-tsun, in the mountain of Vu-ye, in Fo-kien, where the black tea is packed for the European market, is,

On silver..... 133 Candareens per pecul.

On lead 70 ditto ditto

when carried the whole way by porters; but on tea, though part of the carriage is by water, it amounts to 180 candareens.

² What has been said of the woollens not being unpacked, is more particularly applicable to the external covering that envelops each piece of cloth, and not to the bale itself, for it may be said that not a single bale of cloth is sent inland in its original package. This, however, as it concerns the confidence commercially reposed in the company, is the same.

³ See Appendix O and P.

whole amount of duties and carriage of even five-sixths of the woollens would not amount to so much as the carriage of tea from the Vu-ye mountains to the city of Hang-chew-fu, which is only half the distance; and Hang-chew-fu is the nearest port to the Tea Districts, out of the province of Fo-kien.

It is not to be supposed, however, that any reduction can be effected in the transport duties. The Chinese are unlikely to grant privileges to foreigners, which necessarily entail a loss on themselves; and if no saving be made in the duties, then the carriage of the same quantity of woollens (five-sixths) would not amount to one-third of the carriage of tea from Fo-kien¹.

Again, the tea trade, though ostensibly a trade of barter, may really be considered a trade in cash. The advances made to the tea-men are in dollars, and not in long-ells; and the balance, though paid in long-ells, is converted as soon as possible into dollars, and sent to Fo-kien. Thus, at any rate, so far as the province of Fo-kien is concerned, from the early advances until the final returns of the tea, the trade is a complete cash transaction.

But if the tea-men sell their woollens for cash, how much more advantageous must it be to the Company to do the same²; and by sailing to Fo-kien with their dollars, save the expense of transport on tea; and still more certainly advantageous would it be to carry such dollars as we import ourselves, or procure by bills, and these amount to no less than one-third of the exports.

It is obvious also that these arguments are applicable to any part from which the tea-men are supposed to carry dollars to Fo-kien, whether it be from Cantou, the Yang-tse-kiang, or the Gulph of Pe-tche-lee.

That, in an open trade, our ships would resort to Fo-kien carrying dollars, to prevent the inland transport of so bulky an article as tea, cannot be doubted; and since this is the natural state of the trade, in an open and unrestrained intercourse with China, it is what under any circumstances is much to be desired.

	PECULS.	T. M.	TALES.
¹ Long-ells, five-sixths,	18,900, at 5	0 per pecul,	94,500
Broad cloth, five-sixths,	1,200, at 7	5 ———	9,000
Camlets, three-fourths,	3,000, at 8	7 ———	26,100
			<hr/>
		Total	129,600
			<hr/>
Black tea, say Peculs	150,000, at 2	8 ———	420,000

² See Appendix I.

Such then is the importance of a port in Fo kien, on account of the great expense of crossing the mountains in that province.

But, with respect to a port in Kiang-nan, the advantages are all speculative ; they depend upon nothing which is reducible to figures ; they all turn on expected increased consumption of imports, or increased price, or both. Though as to what effect may be produced, either on price or consumption, I confess myself utterly ignorant. To me it appears a subject in its nature too complex to speculate upon, even if we possessed more accurate and extensive information than we are ever likely to obtain in our present restrained and limited intercourse with this country.

The only certainty distinctly to be seen is—that as far as population, wealth, actual consumption, and easy transport of goods are concerned, a port in the Yang-tse-kiang is the most favourable *geographical situation* for the introduction of all articles of general consumption. It is there where, probably, the most extensive consumption and highest prices may be maintained ; but what that consumption or those prices may be it is impossible to conjecture.

Both ports are highly important to the interests of the Company, the one as it affects consumption or imports—the other, production or exports ; and each may have its advocates.

Those who delight to frame magnificent schemes of an unlimited consumption of our imports, converting at the same time the woollens¹, and all other unprofitable articles, into profitable ones, will choose a port in Kiang-nan ; but those who are unwilling to sacrifice

¹ The woollens consist principally of long-ells. The prime cost of a piece of long-ells, in England, exclusive of freight and other charges, may be estimated at 2*l.* 16*s.* 8*d.* the piece, which at 6*s.* 8*d.* the tale, or 5*s.* 6*d.* the ounce of dollars, amounts to 8 taels 5 mace ; so that long-ells, at 8 taels 5 mace per piece, and dollars at 5*s.* 6*d.* the ounce, are equally advantageous articles of import—supposing neither the Company nor the Chinese merchants to sustain loss. But long-ells, from the year 1811 to 1814, when sold by the merchant to the shop-keeper or draper, at Canton, have realized only 7 taels the piece, after paying 1 tael 5 mace duty ; thus making the highest mercantile price to the importer, without loss to the purchaser, 5 taels 5 mace per piece. It therefore follows, that the value of a piece of long-ells, viz., 2*l.* 16*s.* 8*d.*, or 8 taels 5 mace, if invested in long-ells, would produce 35 per cent. less in China, than if invested in bullion.

Again, if the prime cost of a piece of long-ells is 8 taels 5 mace, and the Chinese duties 1 tael 5 mace, long-ells must realize 10 taels in the shops at Canton, before they can be rendered so advantageous to the Company as silver.

That long-ells might be converted into a profitable article of import at Canton, or any other port of trade, can scarcely be doubted. From the year 1799

a certain profit to speculative advantages will give the preference to the port of Fu-chew-fu.

I shall therefore now show the benefits that would result to the Company's interests from the opening of this port.

to 1806, they averaged 9 taels at Canton; and in consequence of the late reduced importations, they are again rapidly rising to that price. But if converted into a profitable article at the port of trade, is it not possible they may be thrown altogether out of consumption in the distant provinces of the empire; and establish the fact that, like cotton and many other articles, though profitable at the port of trade, they are unable to bear the expense of transport?

It would be erroneous also to imagine, that the present prices could be maintained in Kiang-nan, supposing Han-keu and Nan-chang-fu, the great inland marts of trade, were supplied from a port in that province. The expense of duties and carriage from Canton to Kiang-nan, is 1 tael 8 mace; but to Han-keu it is only 1 tael 2 mace per piece. Long-ells must therefore be dearer in Kiang-nan than at Han-keu. Probably the lowest price, after making the necessary allowance of profit to intermediate dealers, may be estimated at 12 taels 7 mace per piece at the former place, and 12 taels at the latter.

Thus it is obvious that the supply of Han-keu, &c., must proceed, as at present, from Canton, unless the merchants of those inland cities derive the same advantage from a trade with Kiang-nan they have been accustomed to receive from Canton. But even supposing one half of the transit duty, as well as carriage, to be saved by the opening of a port in Kiang-nan, still long-ells must fall to 7 taels 5 mace at that port, to enable the merchants of that province to supply Han-keu, &c., at 12 taels per piece. And should an additional duty of only 5 mace per piece be levied as a compensation for the loss of transit duty between Canton and Kiang-nan, then Kiang-nan would possess no advantage over Canton as a mart for the supply of the inland provinces, though considerable gain would be effected on the woollens for the supply of its own consumption.

† * This supposition seems to have been realized, in some degree, since the opening of the trade. In 1814-15, the long ells imported, amounted to taels 1,433,640, or dollars 1,098,111; but on an average, from 1835-6 to 1837-8, the annual amount (agreeably to the Canton Register), was dollars 490,533; again, the whole amount of woollens for the first period was dollars 3,933,384; and for the second only, dollars 2,056,410; thus making a diminution of dollars 1,507,578 on long ells, and 369,396 on other woollens; or total falling off in the importation of woollens, dollars 1,876,947, which, at 4s. 6d. the dollar, would amount to 422,319*l*. But this is only an additional proof of the great disadvantage of Canton as an emporium for the distribution of imports over the Empire. Moreover, it will be found that since the opening of the trade, the great increase has been in the products of India, as cotton and opium, and not in British manufactures. At the same time the importations of cotton yarn and piece goods have been considerable; and in a freer intercourse with China, would doubtless become a most important branch of our trade.

FU-CHEW-FU¹.

The city of Fu-chew-fu is situated in lat. 26° 2' N., lon. 119° 30' E., in the province of Fo-kien. The distance from the city to the probable place of anchorage is about thirty miles. Horsburg says seven leagues², which is about the same distance as from Canton to the Second Bar. By the chart in the Appendix, the port appears a favourable one, and contains a sufficient depth of water for the largest of the Company's ships*. Among other advantages which this city possesses, is the important one of its being the residence, not only of the Fu-yen, but the Tsong-tu, or viceroy, who presides over this province and the adjacent one of Tche-kiang.

The sudden removal of a trade of great magnitude from the channels in which it has been accustomed to flow is neither easy nor desirable. But never, perhaps, was a change of this nature proposed presenting fewer difficulties, or apparently less pregnant with risk or inconvenience, than that of the removal of the export trade to the port of Fu-chew-fu. It is the capital of the province, and in the vicinity of the district where the principal article of export is grown and manufactured. It is in the native province of the merchants or factors who bring this article to Canton;—with whom of late years we have personally, in conjunction with the Hong merchants, entered into contracts;—to whom we have annually made considerable advances of money;—and who are consequently acquainted with our manners, customs, and mode of conducting business. A mutual confidence in and knowledge of each others character and resources is therefore established; and these people, who at present contract to bring their teas to Canton, with all the inconveniences of a tedious route—partly mountainous—suffering a long separation from their homes and families, would obviously prefer conveying them by the more natural and easy channels of Fu-chew-fu, where such inconveniences would be avoided, and consequent deprivations greatly diminished; so that, if it were deemed advisable, the necessary arrangements might be made with these people, and in one year the principal part of the export trade

¹ See Appendix S.² See Appendix Sa.

* This port has since been visited by Mr. Lindsay in the *Amherst*. He states, "the river Min is navigable for ships of the largest burthen, to within ten miles of the town, perhaps nearer. Fu-chew-fu is also a more central situation than Canton for the distribution of British woollen manufactures." He also adds, "the passage called Woo-foo-mun is considered as forming the entrance into the port, though the anchorage is quite as good outside."

removed to that port. The increased demand for warehouses and boats could form no impediment to such arrangements in a city so extensive and populous as that of Fu-chew-fu.

But where the principal advantages of opening a new port are expected to be derived from the import trade, it is equally evident the same facilities could not be afforded. Even if the Canton Hong merchants were to remove with their families to that part of the empire, as was the case with the Fo-kien merchants, when the intrigues and superior influence of the Canton Government occasioned the European trade to be exclusively confined to that port, still these people, though natives of China, would experience all the difficulties of new settlers in a strange province; and many years must elapse before that mistrust inseparable from all transactions with strangers could be surmounted, and that confidence established which is necessary to render the import trade important to the Company's interest.

Supposing it to be desirable to retain a part of the export trade at Canton, the articles that can be brought to that city at least loss are the green teas, raw silk, and nankeens.

I shall therefore divide the trade into two divisions, assigning to Canton the exports of green tea, raw silk, and nankeens; and imports of the present quantity of Bombay cotton, lead, iron, and woollens, for the consumption of all the provinces of the empire, except those named under Fu-chew-fu;—and to Fu-chew-fu, the exports of black tea, and imports of woollens for the provinces of Fo-kien, Tche-kiang, Kiang-nau, Shan-tung, Shan-see, and Petchee-lee.

The imports for season 1814-15 amounted to tales 3,252,480; and the exports may be estimated at 5,521,683. The quantity and amount of imports and exports at each port would therefore be as follows:—

CANTON.

IMPORTS.	TALES.	EXPORTS.	TALES.
Woollens for all the provinces of the empire, except those named under Fu-chew-fu, say 5-ninths,	1,352,760	Green Tea	1,133,150
Bombay Cotton		Raw Silk	507,483
Lead		Nankeens	118,390
Iron			
	564,100		
	18,607		
	63,173		
	<hr/>		<hr/>
	Tales, 1,998,640		Tales, 1,759,023

FU-CHEW-FU.

Woollens for Fo-kien, Tchekiang, Kiang-nan, Shantung, Shan-se, and Petchelec, say 4-ninths,	1,082,208	Black Tea	3,762,660
Total, 3,080,848		Total, 5,521,683	

Add to either of these ports the superior long-ells and other woollens unaccounted for, amounting to tales 171,632.

The difference between the imports and exports at the port of Fu-chew-fu, might be supplied as at present by Bills on India and England, and the amount sent in dollars from Canton in ships that would sail from thence to that port; or rather by means arising out of that increase of India and British trade, which I shall presently show would take place in Fo-kien, in consequence of opening a port in that province.

The tonnage necessary for the exports from Canton being less than that required for the imports, could occasion no material loss or inconvenience, and might be productive of considerable advantage. New sources of trade may be opened and a coasting trade established, either on freight or otherwise. That such a trade exists to a prodigious extent among the Chinese, is evident from the numerous Fo-kien junks in the Canton river, and the innumerable trading vessels daily passing to and fro at Macao, and along every part of the coast of China. And doubtless in a free and open intercourse with this country, the superior construction and security of European vessels, and knowledge of insurance, would enable foreigners (not only to participate in, but perhaps monopolize, this branch of commerce, and even attract to the coast much of that still more valuable trade, which, from the risks and fears of a sea voyage, is at present conducted by inland carriage. A great part of the trade between Manilla and Macao is already carried on in Portuguese and Spanish vessels, freighted by Chinese. But even supposing no better expedient could be devised than paying double port charges on ships that would sail empty from Canton to Fu-chew-fu, still the loss would not amount to forty thousand tales¹.

¹ Supposing the cotton and woollen ships bound to Canton to be for each article six in number, the imports at that port would require twelve ships; but the exports would only require five or six. Say seven ships sail empty to Fu-chew-fu, the extra port charges, at 4500 tales per ship, would not amount to more than 31,500 tales.

Nor would the expense of a second establishment be great. The trade of Canton will be comparatively small. The imports would arrive between the months of July and September; and even allowing that any favourable circumstances, occasioned by the removal of the trade to Fo-kien, should enable the green teas to be brought to Canton six weeks sooner than ordinary, still they could not be finally shipped before the first of January. Thus the length of time the ships must unavoidably remain at Canton, together with the smallness of the trade, would enable the business of the season to be managed by a few persons.

Ships bound to Fu-chew-fu ought not to come up the China seas after the middle of August, to insure a direct passage through the Straits of Formosa. At that season of the year, ships sailing to Macao would make the eastern part of the Macclesfield Bank. The course from thence to the parallel of Macao in a passage to Fu-chew-fu, lies as much to the eastward of north, as the course to Macao is westward of north—say the one is N.N.E., and the other N.N.W.:—then, with a southerly wind, the time required to sail to that parallel would be the same in both cases; and the difference of passage from this parallel to Fu-chew-fu could not occupy more than two or three days; for the voyage from Macao to Fu-chew-fu has often been performed by ships in three or four days, which is nearly double the distance¹.

The black teas would arrive at Fu-chew-fu from the months of September to November, so that the whole fleet might be ready again for sea by the first of December. They consequently would arrive and sail at the finest season of the year; and as the whole business of both ports would be completed by the month of January, there would be a saving of time, and consequently of expense.

I shall now estimate the saving that would arise on the carriage of black tea to the port of Fu-chew-fu. The teas that go from Fo-kien to Canton are brought almost entirely by inland conveyance

¹ Captain Ross, of the Honourable Company's ship *Discovery*, engaged in the survey of the China seas, is of opinion that there are intervals until the end of September when the winds are southerly for many days, and would enable ships to proceed to the northward, in case they had been obliged to put into Pack-sa-ho, Lam-ho, Amoy, or other ports short of Fu-chew-fu, during an easterly gale, which usually blows from three to five days without intermission. He also observes, that he has seen junks bound to Chu-san still prosecuting, without apprehension, their voyage along the coast about the end of August, which has led him to conclude they must have southerly winds frequently in September to carry them up.

through the province of Kiang-see¹. The journey generally occupies forty days, and sometimes two months. The distance is about 750 miles; and the expense of transport, exclusive of duties, is three tales, six mace, and five candareens per pecul².

Such as are brought by sea, which are very few³, are transported down the river Min, and in eight days they arrive at the city of Fu-chew-fu. The distance from the tea districts to this city is about 240 miles, and the expense about four mace three candareens per pecul. The difference of expense therefore between these two routes would be three tales two mace—a saving of fifteen per cent. on the present cost of the tea to the Chinese Hong merchants at Canton. The exports of black tea being 152,374 peculs, the saving in carriage alone would amount, at three tales two mace per pecul, to tales 487,597, or 162,532*l.* per annum*. Such is the advantage of this port.

There are, however, savings on other items, and those considerable, whose precise amount cannot be estimated—such as the tea-men's personal expenses;—those of their clerks and others attending the boats;—loss of time, and loss of comfort in being separated so far from their homes and families;—the expense of transporting dollars from Canton to the amount at least of 2,500,000 per annum on the Company's account alone;—interest of money at a high rate;—and damage of goods. All these expenses fall either directly or indirectly on the price of tea, and would be greatly diminished by the Company's dealing near the spot where the principal article of export is grown and manufactured.

Besides these several savings on tea, the great accession of wealth that would accrue to Fu-chew-fu from its becoming an emporium of the trade, would occasion throughout the province of Fo-kien a considerable and almost immediate increased consumption of every article of European produce. Nor would this increase be a mere transfer of consumption from Canton; for however much the present prosperity of that part of the empire may be ascribed to its long connexion with the foreign trade, yet as it is simply the empo-

¹ See Appendix Q.

² See Appendix Q c.

³ Why the Chinese bring so few teas by sea is explained in the Appendix Q a. It may be stated to arise from the bad construction of their vessels, ignorance of insurance, and perhaps a natural timidity of character, added to an aversion to the sea.

Q. * The quantity shipped for two years, from July 1836 to 1838, would make the annual quantity, peculs 209,824, which, at tales 3·2 per pecul, would produce a saving of tales 650,454, or, at 6*s.* 8*d.* the tale, 216,818*l.* per annum.

rium, and not the seat of consumption of more than one-sixth part of the woollens, nor the place of growth or manufacture of any of the exports, it is exceedingly probable that the trade has been principally important in determining a quantity of capital, talent, and domestic industry to the province, which is now altogether independent of foreigners. New manufactures may have risen up owing, indeed, their origin to the increased wealth of the province derived from foreign trade, but which have now taken too firm a root to be materially affected by its removal. Some diminution of consumption must take place, though not to the extent of the increase likely to be produced at Fu-chew-fu.

The increase of the trade, therefore, at a second port would be real, and not merely a transfer of consumption; and in whatever degree our trade may have nursed and reared up new domestic industry at Canton, the habits, the taste, and dispositions of the people being everywhere the same, similar effects would be produced at any port to which the trade may be removed.

If some articles of the Company's and private imports, such as Bombay cotton, lead, iron, tin, betel-nut, &c., seem almost exclusively confined to Canton, it is not that this province favours their consumption more than any other of the empire, but merely from its being the only port open to Europeans, and that such articles will not pay the expense of transport to other provinces. Much of the Bengal cotton is already manufactured in the province of Fo-kien; and as the Bombay cotton is principally employed in the manufacture of cloths for the poor, and other inferior purposes, it is evidently equally suited to general consumption.

Fo-kien is a more favourable place than Canton for the introduction of lead. I find, by particular inquiry, that the whole of the lead of which the tea-canisters for the black tea are made, has for some years been procured from Han-keu in Hou-quang,—not from any particular excellence of quality, but because the expense of transport from Han-keu to the tea country is considerably less than from Canton. The cost at Han-keu is about the same as that of the Company's lead in the country market at Canton, and the expense of transport to the tea country is about one tale three mace per pecul. But the expense of transport from Fu-chew-fu would be only one tale per pecul; consequently it might be procured cheaper from Fu-chew-fu than either from Canton or Han-keu. The quantity of canisters annually made in the tea country may be estimated at 500,000, which, at five catties per canister, would amount to 25,000 peculs of lead. The importation of 1814-15 amounted to less than 5,000 peculs.

With respect to iron, it is exceedingly doubtful whether unwrought iron ever can become an advantageous article of import, though some articles of wrought iron may. If any provinces favour its introduction, it can only be such as have no mines. But Canton is well supplied with iron, and even lead, from mines in the immediate vicinity of the city. There does not then appear much reason to imagine, that iron would find a less favourable sale in the province of Fo-kien than in Canton.

Tin, betel-nut, rattans, and other articles of Strait's produce, already find a considerable consumption in Fo-kien, where they are carried by junks or vessels belonging to that province.

The remaining articles, as opium, woollens, skins, pearls, Beche de Mer, birds' nests, spice, pepper, and sandal wood, also find a sale in Fo-kien: and these being articles capable of bearing the expense of transport to distant provinces, Fu-chew-fu, from its proximity to the city of Hang-chew-fu, and province of Kiang-nan—the great seat of population and wealth, as well as point of union of the great rivers and canals of the country—is more favourably situated than Canton for the diffusion of these articles over the empire.

Thus, as no additional expense would be incurred for the carriage of goods to any of the principal marts of trade, the great saving will arise on black teas, which has already been shown to amount in boat-hire alone to tales 487,597, or 162,532*l.* per annum; to which must be added the other great savings on tea before enumerated*, the profits arising from increased consumption of imports, and any saving that may be made in the transport of woollens and other goods to Hang-chew-fu; from which must be deducted the expense of a second establishment, and double port charges upon such ships as sail to two ports.

Supposing then the port of Fu-chew-fu to be obtained, a saving would there ensue which is not attainable at any other port in China; and whatever contingent advantages may render other ports desirable, still these advantages can never lessen the importance of the port of Fu-chew-fu.

The advantages also to be derived from the change here proposed are not remote and speculative, but immediate and real; and whatever errors may have entered into this investigation, I feel fully confident

† * Now amounting to 216,818*l.* per annum, on boat hire alone; and seeing the daily increasing consumption of tea from the increase of population at home, and the vast extension and rapidly increasing prosperity of our colonies, the total savings here alluded to may fairly be estimated at not much less than 300,000*l.* per annum.†

that the result will be nearly the same, and most important in its consequences to the Company's and British interests.

Nor are the obstacles to the opening of a second port relatively to the Chinese of a nature insurmountable. Perhaps it might not be difficult to show that a change would be mutually beneficial; and whatever may have been said of the jealousy and suspicion of these people, it may be doubted whether they are so bigoted to forms as to sacrifice even their smallest interests where a change seems to involve no radical injury to their institutions. They have no objection to the trade, if it can be carried on peaceably; and nothing can appear more reasonable on our part, or more intelligible to them, than our wishing to carry it on where we can purchase the articles we require the cheapest.

It is not, however, my intention to speculate upon this subject; but merely to elicit inquiry as to what port would be the most beneficial to the Company's interests, should we ever have it in our power to choose.

OBJECTIONS TO PORTS PREVIOUSLY NAMED.

Amoy is a most extensive and beautiful port, so free from dangers that ships may sail in and out without pilots. The principal danger is a rock at the entrance of the harbour. There is no river, however, of any magnitude in its immediate vicinity, which communicates either with the tea country or the neighbouring provinces. The teas that are brought to Amoy are chiefly transported down the river Min to Fu-chew-fu, and are carried by porters a great part of the way to Amoy. It consequently is a less favourable situation than Fu-chew-fu*.

Ning-po is also an excellent harbour; but as the teas must cross the mountains of Fo-kien, either by the route of Tsong-ngau, or Pu-ching, it is obviously also a less favourable situation than Fu-chew-fu.

¶ * The importance of Amoy is exaggerated by nautical men, who are naturally struck with the great commodiousness of the port; but they are not sufficiently well informed of its disadvantages as a commercial emporium. The writer of this memoir once spent about a fortnight at this port, and saw fleets of thirty and forty small vessels or junks, sailing in and out daily, which induced him to think it was a place of great trade; but on a closer examination, it was found that often the same fleets which entered the port in the evening sailed out again in the morning, which led him to conclude that the port was employed more as a place of shelter than a port of trade. He does not, however, mean to deny that Amoy is a place of considerable trade, especially with Formosa, in rice.

Of all ports to the northward, that of Chusan has of late years been deemed the most advantageously situated for the Company's trade. If preferred from any idea of security, it is not security of person or property that is meant, but security against insult—a kind of security that implies power of defence; but power is surely the last privilege that a jealous and suspicious people are ever likely to grant to foreigners. It may be wrested from them—so might a settlement on the main, which would be still more advantageous, if there be anything in a settlement really desirable. Examine the country to the eastward of the Grand Canal in that part of Kiangnan which lies between the city of Hang-chew-fu and the river Yang-tse-kiang;—mark how it is intersected with canals, rivers, and lakes;—would an island be more defensible? Examine also the land that lies between the river Min, near the city of Fu-chew-fu in Fo-kien, and an arm of the sea to the southward of that river—it is almost an island. Observe the islands at the mouth of the same river, and the peninsulated form of the land that projects into the sea. If Chusan be thought desirable purely on commercial principles, it evidently must be less so than Fu-chew-fu*.

With respect to Formosa and Cochin-China, it may be observed, that whatever at present prevents the teas being brought to Canton in junks, would form a similar impediment to any port where the Chinese junks or vessels go by sea; and if we would overcome this impediment, we must pay for it accordingly. If the teas are in fact brought by land to Canton, and not by sea, it is obvious that when all the risks and fears are calculated, the sea conveyance is more expensive†.

¶ * The taking actual possession of the Island of Chusan, or forming a settlement on the main land, was not contemplated when the above was written; because, however vexatious and embarrassing the position of foreigners in China had been up to that period, the security of their persons and property had always been respected: but the unprecedented proceedings of the Chinese authorities under the Imperial Commissioner, evidently show that an efficient guarantee in these respects will be absolutely necessary in future, either by an exclusive locality, or by a solemn treaty between the two governments.

¶ † This was written before the shipments by sea were interdicted by the Chinese government.

APPENDIX.

YANG-TSE-KIANG.

(A) The Yang-tse-kiang runs from west to east, rising in the mountains belonging to the country of the Tu-fan, in about the thirty-third degree of north latitude. It receives different names, according to the different places it passes through ; and dividing into several branches, forms a great many islands full of rushes, which serve as fuel for the cities round about it. It consists of two distinct branches, which, separating from each other about eighty miles, flow in a parallel direction to the southward for the space of seventy miles, and then unite between the twenty-sixth and twenty-seventh degrees of north latitude, just at the boundaries of the two provinces of Yunnan and Se-tchuen ; then striking off to the N.E. directly through the latter of these provinces, collecting the waters of the numerous rivers that descend toward it, from that and another province called Quei-chew ; it continues in this direction about 600 miles, and then enters the province of Hou-quang, in the thirty-first degree of north latitude. Through this last province it takes a serpentine course, and receives the waters of the several lakes with which this part of the country abounds. Leaving Hou-quang it skirts the northern part of the province of Kiang-see, and with a little inclination from the east towards the north, its copious stream glides smoothly through the province of Kiang-nan, and is disembogued into the sea which bounds China to the east, in the thirty-second degree of north latitude. It is both broad and deep, and the Chinese have a common saying, "That the sea is without a shore, and the Kiang without a bottom." Its breadth at the city of Kyeu-kiang-fu, in the province of Kiang-see, is a mile and a half ; and though this city is distant about three hundred miles from the sea, yet the tide ebbs and flows here at the full and change of the moon¹. It flows through the richest and most fertile provinces of the empire, and upon its banks are situated the ancient capital of Nankin, the city of Vu-chang-fu or Han-keu, one of the great marts² of the empire, and many other

¹ Extracts from Du Halde and Barrow.

² This assertion is the result of accurate inquiry, and agrees with Du Halde and other authorities.

famous cities, notable for the extent of their population and importance of their trade. Mr. Barrow makes the whole length of this river about 2200 miles.

YELLOW RIVER.

(B) The Yellow River, though exceedingly large, is not very navigable, it being almost impossible to sail up it without a strong as well as a fair wind. Sometimes it makes great havoc with places through which it passes, where, breaking its banks, it suddenly overflows the country, and lays whole villages and cities under water. The sources of this river are formed by two lakes, situated amongst the same range of mountains in which the Yang-tse-kiang takes its rise. They lie in about thirty-five degrees of north latitude to the westward of Peking, in that part of Tartary known by the name of Koko-nor. The river after having passed through this division of Tartary, runs for a while along the side of the great wall, and then taking a sweep round the lands of the Ortos Tartars, re-enters China, between the provinces of Shan-see and Shen-see, and enters Ho-nan in the same parallel from whence it sprang. After running through the northern part of this province and that of Kiang-nan, in a course due east, it discharges its immense volume into the sea, to which it gives its name. This circuit is fully equal to an extent of 2150 miles¹.

"Thus these two great China rivers, taking their sources in the same mountains, passing almost close to each other in a particular spot, separating afterwards to the distance of fifteen degrees of latitude, finally discharge themselves into the same sea, within two degrees of each other, comprehending within their grasp a tract of land of above 1000 miles in length, which they contribute generally to fertilize and enrich, though by extraordinary accidents occasioning unusual torrents, they may do injury in particular instances. This tract includes the principal portion of the Chinese empire in ancient times, and lies in that part of the temperate zone, which, in Europe, as well as Asia, has been the scene where the most celebrated characters have existed, and the most brilliant actions have been performed that history has transmitted to posterity²."

SU-CHUEW-FU.

(C) "The city of Su-chew-fu is the capital of the eastern division of Kiang-nan and residence of a Fu-yen or viceroy. It is

¹ Extracts from Du Halde and Mr. Barrow.

² Staunton.

one of the most beautiful and pleasant cities in all China. The Europeans who have seen it compare it to Venice. One may pass through the streets here both by water and land; the branches of the river and canals are almost all capable of bearing the largest barks, which may even sail through the city, and arrive at the sea in two days at most. This city, like Hang-chew-fu, in the province of Tche-kiang, is properly a city of pleasure; it wants nothing that can contribute to make life delightful.¹ "The fleet of the embassy under Lord Macartney was nearly three hours in passing the suburbs, before they arrived at the city walls, under which was drawn an innumerable number of vessels. In one ship builder's yard were sixteen ships upon the stocks close to each other, each of the burden of about 200 tons. The houses of the city were well built and handsomely decorated. The inhabitants, most of whom were clad in silk, appeared cheerful and prosperous; though it was understood that they still regretted the removal of the court from Nankin, in their neighbourhood, which had formerly been the capital of the empire. Nothing, indeed, but very strong political considerations could have induced the sovereign to prefer the northern regions of Pe-tche-lee, on the confines of Tartary, to this part of his dominions, on which all the advantages of climate, soil, and productions have been lavished by nature with an unsparing hand; and where nature itself has been improved by industry and ingenuity²."

HANG-CHEW-FU.

(D) The city of Hang-chew-fu is described by Sir George Staunton "as being situated between the basin of the Grand Canal and the river Tien-tang-kiang, which flows into the sea about sixty miles eastward of this city. The tide, when full, increases the width of this river about four miles, opposite to the city. At low water, there is a fine level strand near two miles broad, which extends towards the sea, as far as the eye can reach. Goods are shipped and unshipped by means of waggons, with four wheels to each, placed in a line, and forming a convenient pier, which is easily lengthened or shortened, by increasing or diminishing the number of waggons, according to the distance of the vessels from the shore. Between the river and the basin of the canal there is no water communication. All the merchandise therefore, brought by sea into the river from the southward, as well as whatever comes from the lakes and rivers of Tche-kiang and Fo-kien, (to which might have been

¹ Extracts from Du Halde.

² Staunton.

added the provinces of Kiang-see and Quang-tong), must be landed at this city in their way to the northward : a circumstance which renders Hang-chew-fu the general emporium for all articles that pass between the northern and southern provinces. The population is, indeed, immense ; and is supposed to be not very inferior to that of Pekin. The chief streets consist entirely of shops and warehouses ; many not inferior to the most splendid of the kind in London." Mr. Barrow observes that in most of the shops were exposed to view silks of different manufactures, dyed cottons and nankeens, and a great variety of English broad-cloth, chiefly, however, blue and scarlet ; and also a quantity of peltry, intended for the northern market. In some of these shops there were not fewer than ten or twelve persons serving behind the counter." The Chinese have a proverbial expression, " That heaven is above, but Su-chew and Hang-chew are the paradise below." It is the capital of the province of Tche-kiang, and the residence of the Fu-yen. It produces more silk than all the other provinces of the empire ; and no less than 60,000 workmen of this article are employed within the walls of the city¹.

VU-CHANG FU, OR HAN-KEU.

(E) The town of Han-keu, situated in the northern division of the province of Hou-quang, commonly called Hu-pe, ranks next the cities of Hang-chew-fu and Su-chew-fu, in the estimation of the Chinese at Canton, as a place of trade, both as it concerns European and Chinese merchandise. This town may be considered as forming part of the suburbs of the cities of Hang-yang-fu and Vu-chang-fu, from which it is separated by the rivers Han and Yang-tse-kiang. Du Halde gives the following description of these cities. " The city of Vu-chang-fu is, as it were, in the centre of the whole empire, and the place from whence it is the easiest to keep a communication with the rest of the provinces. This city, in conjunction with Hang-yang (which is separated from it only by the river Yang-tse-kiang, and the little river Han) forms the most populous and frequented place in all China. The city itself may be compared in size to Paris. Hang-yang (one of whose suburbs extends to the point where the river Han and Yang-tse-kiang meet) is not inferior to the most populous cities of France, such, for instance, as Lyons or Rouen ; add to this an incredible number of great and small barks, part of which are spread along the Kiang and part along the Han, for

¹ Du Halde.

above two leagues together. There are never reckoned less than eight or ten thousand vessels in this place, some hundreds of which are as long and high in the sides as most of those that lie at Nantes. Certainly were one only to consider the forest of masts arranged along the Yang-tse-kiang, which, in this place, though at least a hundred and fifty leagues from the sea, is three miles broad, and deep enough to carry the biggest ships, he would have reason enough to be surprised; but should he, from an eminence, view that vast extent of ground, covered over with houses, he would either not believe his eyes, or own that he saw the finest prospect in the world."

NAN-CHANG-FU.

(F) The city of Nan-chang-fu, the capital of Kiang-see, is situated a few miles to the southward of the great lake of Po-yang, which, after collecting the waters of the several rivers of Kiang-see, empties itself into the Yang-tse-kiang, and contributes in no small degree to the magnitude of that river. That which renders this city a place of so great trade is its proximity to this lake and the canals and rivers, by which it may be entered on every side. The chief trade consists in china ware, which is manufactured at, and brought from, the famous town of Tchín-te-king. It is here where the porcelain, so celebrated over Europe for its beauty and durability, is made; and which town, Du Halde observes, is as large and as populous as most of the principal cities in China, being reckoned to contain a million of inhabitants¹.

KYEU-KIANG-FU.

The city of Kyeu-kiang-fu is a place of considerable trade. It is situated on the south bank of the Yang-tse-kiang, near the place where the lake of Po-yang communicates with that river. It is the rendezvous of all barks that go and come from the other cities of the province, as well as those of Kiang-nan and Hou-quang. The river is about a mile and a quarter broad at this place, and the tide here regularly ebbs and flows at the full and change of the moon, although its distance from the sea is computed by Du Halde to be one hundred French leagues, or two hundred and eighty British miles².

CHANG-SHA-FU.

Chang-Sha-Fu, the capital of the southern division of Hou-quang, which the Chinese call Hou-nan, is also a place of great trade. It

¹ Extracts from Du Halde.

² Ibid.

stands on the Heng-kiang, which communicates with the great lake of Tong-ting-hu, which discharges its waters into the Yang-tse-kiang¹.

WOOLLENS.

(G) It is not to be supposed that an accurate account can be given of the quantity of woollens consumed in each province. The annexed statements, however, furnished by different persons, mark a considerable coincidence; and may be deemed a sufficiently near approximation to truth to answer all purposes of the present inquiry. The quantity imported is somewhat exaggerated in the account A, but not much, as it was grounded upon the importations prior to season 1814-15.

ACCOUNT A.				ACCOUNT B†.			
	<i>B.Cloth.</i>	<i>L.Ells.</i>	<i>Cam.</i>		<i>B.Cloth.</i>	<i>L.Ells.</i>	<i>Cam.</i>
Pe-tche-lee	1,000..	4,000..	300	Kiang nan	8,000..	40,000..	10,000
Shen-seo				Kiang-see	800..	40,000..	10,000
Shan-see	100..	5,000..	300	Hu-pe, or Han-keu*,	1,000..	50,000..	1,000
Shan-tung	700..	5,000..	300	Hu-nan*	500..	10,000..	500
Kiang-nan	5,000..	40,000..	8,100	Se-tchuen	500..	10,000..	1,000
Tche-kiang	700..	10,000..	500	Quang see, }	2,000..	30,000..	2,000
Fo-kien	700..	5,000..	500	Quang-tong, }			
Kiang-see	400..	30,000..	1,000				
Hu-pe, or Han-keu*..	500..	50,000..	1,000				
Hu-nan*	300..	10,000..	1,000				
Se-tchuen	500..	5,000..	500				
Quey-chew	100..	3,000..	100				
Yun-nan	200..	3,000..	100				
Quang-see	100..	4,000..	300				
Quang-tong	2,500..	24,000..	4,000				
	12,800	198,000	18,000		12,800	180,000	24,500

The quantity imported in 1814-15 amounted to—Broad Cloth, 8,000; Long Ells, 170,000; Camlets, 20,000 Pieces.

* Hou-quang. † In the Account B it is observed, that the whole of the woollens are sent to the above-mentioned places, in the proportions there noticed, whence they are spread over the empire; and that the remainder are consumed at Canton, which may be estimated as above.

The woollens for Kiang-nan and Tche-kiang in the preceding accounts, A and B, pass by the route of Hang-chew-fu, where they are obliged to be landed and re-shipped. Those for Kiang-nan proceed on to the city of Su-chew-fu, and are, I imagine,* principally consumed in that city, and in the neighbouring part of the eastern division of Kiang-nan, north of Su-chew-fu and south of the Yang-tse-kiang. A few may find their way to the northern provinces, but not many. The quantity necessary for the supply of this district,

¹ Extracts from Du Halde.

which may be considered as connected with the trade of the Yang-tse-kiang, may be estimated at 35,000 pieces, leaving 15,000 pieces for Kiang-nan south of Su-chew-fu and the province of Tche-kiang, connected with the trade of Hang-chew-fu. The consumption of long-ells in Kiang-see cannot be estimated at more than from 10,000 to 15,000 pieces. The surplus quantity in the accounts A and B must therefore be intended for the western division of Kiang-nan, the eastern division of the same province north of the Yang-tse-kiang, Shan-tung, Shan-see, and Pe-tche-lee. The expense of transport from Canton to Nan-chang-fu being less than from Canton to Hang-chew-fu, accounts for the supply of these places proceeding by the former route.

Supposing then the importation of long ells to be 180,000 pieces, the consumption of the under-mentioned places may be estimated as follows :—

Shan-tong, Shan-see, and Pe-tche-lee	20,000, or one-ninth	}	20,000, — one-ninth	}	1
Kiang-nan, south of Su-chew-fu, Tche-kiang, and					
Fo-kien					
Canton and Quang-see	30,000, — one-sixth				
Trade of the Yang-tse-kiang	110,000, — three-fifths.				
<hr/>					
Pieces, 180,000					

Even admitting the consumption of broad cloth and camlets to be in the same proportions, then, in a free trade, supposing the navigation to be favourable, these districts would be supplied from ports in the under-mentioned places, and the quantity and amount of woollens imported into each of these ports would be as follows:—

Gulph of Pe-tche-lee*, for the supply of Shan-tung, Shan-see, and Pe-tche-lee, one-ninth,	Tales, }	270,552
Yang-tse-kiang, for the supply of Su-chew-fu, Nan-chang-fu, Han-keu, and Provinces connected with the trade of these	}	1,488,036
ports, three-fifths, say		
Hang-chew-fu, Kiang-nan, south of Su-chew-fu, Tche-kiang, and Fo-kien, one-ninth	}	270,552
Canton, for the supply of Canton and Quang-see, one-sixth		405,828
Add superior long-ells and other woollens unaccounted for in the Accounts A and B	}	171,632
<hr/>		
Total, 2,606,600		

* This estimate greatly exceeds the supposed consumption of the above places in the Accounts A and B.

* The Gulph of Pe-tche-lee seems to afford no shelter for large vessels. In that case, the supply of these provinces would proceed from the Yang-tse-kiang, thus increasing the importance of that port.

OBSERVATIONS ON THE WOOLLEN TRADE.

(I) It is erroneous to imagine that the woollens cannot be sold by the Company for cash at Canton, without their sustaining a greater loss than is already experienced by the Hong merchants and tea factors. It rarely happens that any of the Hong merchants send their woollens to the distant provinces, and still more so for the tea-men to traffic in these articles. It is true that the latter receive them partly in exchange for tea; but they sell them again to the shopkeepers or drapers at Canton for the market price of the day, and receive new or unstamped dollars in return, which they carry to Fo-kien. No woollens are sent into Fo-kien by the route common to the tea-men, they all pass either by sea, or along the southern and eastern coast of the provinces of Quang-tong and Fo-kien. It may be true that the wealthy Hong merchants occasionally find an advantage in keeping their woollens for a time, but it is clear that when the supply of an article is regular, or at least unlikely to be diminished, not much is to be done by keeping. Those who have kept woollens have sometimes lost and sometimes gained, like all other speculators; and I fear more frequently the former than the latter. It cannot be doubted when the supply exceeds the demand that the price will be lowered; but it depends upon this one circumstance, and no other: at any rate, not upon a large quantity being sold in a short space of time. Teas are not bought cheaper by Europeans because they are all brought down about the same time. Those who buy are fully as eager as those who sell. Both parties have an interest in returning to their homes before a certain time. It must also be observed, that Canton is the mere emporium of the trade; and the Canton people are neither the carriers of the imports to the distant provinces, nor of the exports to Canton. It consequently is frequented by merchants of all descriptions from the very extremities of the empire, and is supposed to receive more strangers (Ke) during the season of trade than any other province. Those from Fo-kien, Kiang-nan and Hou-quang, exceed all others in number. These merchants arrive during the months of November and December, and by the month of April or May scarcely any, except a few of the black-tea men or their agents, remain. It is therefore as much the interest of the people who purchase the cloths to return to the markets, where they hope to effect a resale of their purchases, as for the tea-men to return to Fo-kien in time to renew their purchases of the tea. It may also be observed that these persons have no kind of intercourse with each other, but both deal

with intermediate people—the cloth-men or drapers, whose shops are innumerable in every part of the suburbs of Canton. There is therefore little reason to apprehend a combination among the country merchants, or drapers, at Canton; but under any circumstances the Company would not obtain worse terms than the tea-men; and it is unnecessary to add, if the tea-men lose by their woollens, they must charge more for their tea.

IMPORTS.

(K) The quantity and amount of goods imported in season 1814-15 were as follows :—

	PIECES.		TALES.		TALES.
Broad cloth	8,592	Amount of Invoice	708,876	loss	50,796
Long-ells	179,540	—	1,438,640	—	93,378
Superior long-ells ...	11,780	—	130,065	—	18,369
Embossed long-ells ..	800	—	8,014	gain	765
Camlets	26,600	—	495,823	loss	64,197
Worleys	3,940	—	50,619	gain	538
	LBS.				
Iron	3,447,300	—	75,439	loss	12,266
Lead	559,961	—	28,016	—	19,406
Bombay cotton, Pels.	42,413	—	421,661	gain	142,439

Invoice amount Tales, 3,357,153

Deduct loss 104,673

Total, 3,252,480

EXPORTS.

(L) The following estimate makes the annual exports of tea, peculs 189,634, tales 4,895,810. This estimate is grounded on the supposition that the annual consumption amounts to lbs. 24,000,000, and that the quantity shipped is no more than the quantity sold, with the exception of an allowance of five per cent. for loss of weight and waste, which is supposing that neither sea loss nor damage takes place. The actual quantity shipped per annum may therefore be considered as somewhat greater.

BLACK TEA.

	CHESTS.	CATT.	PECS.	TALES.	TALES.
Bohea	—	—	7,767	at 14 to	108,738
Congou, packed in bohea chests,	—	—	3,107	- 16 -	49,712
Winter souchong, invd. congou,	8,000	each 55 to	4,400	- 22 -	96,800

	CHESTS.	CATT.	PECULS.	TALES.	TALES.
Winter congou	45,154	each	65 to 29,350	at 20 to	507,000
Ditto Campoi	6,200	—	55 - 3,410	- 26 -	88,660
Contract congou	145,000	—	65 - 94,250	- 27 -	2,544,750
Ditto souchong	2,000	—	55 - 1,100	- 40 -	44,000
Add 5 per cent. for waste, &c. } on Peculs 180,600, say			9,000 - 27 -	343,000
<hr/>					<hr/>
Total, 152,384					3,762,660

GREEN TEA.

Twankay	45,000	—	61 -	27,450 -	27 -	741,150
Hyson skin	10,000	—	49 -	4,900 -	27 -	132,300
Hyson	10,000	—	49 -	4,900 -	53 -	259,700
				<hr/>		<hr/>
				37,250		1,133,150
Add weight and amount of black tea				152,384		3,762,660
				<hr/>		<hr/>
Total weight and amount of B. and G. teas				189,634		4,895,810

The exports will therefore be as follows:—

	PECULS.	TALES.	
Black tea	152,384 ¹	3,762,660 ¹	} From Fokien From Kiang-nan and Tche-kiang.
Green tea	37,250 ¹	1,133,150	
Raw silk	1,556	507,483	
Nankeens	Pieces 179,000	118,390	
		5,521,683	

THE MOUNTAINOUS PASSES IN FO-KIEN.

(M) The lofty mountains that encompass the province of Fo-kien on every side towards the main, seem to isolate it as it were from the rest of the empire; and perhaps the difficulties of communication by land, added to the natural sterility of the soil and mountainous aspect of the country, may have tended in some degree to

• The actual quantity of teas shipped at Canton, on the Company's account, from season 1810-11 to 1814-15, both inclusive, gives an average annual quantity of—

Black tea	Peculs, 161,217	Tales, 4,087,794
Green tea	35,862	1,082,662
Peculs, 197,079		Tales, 5,170,456

create that superior hardihood, and adventurous spirit which the people of this province are said to possess over the other inhabitants of the coast, and which renders them the great carriers by sea of the produce of the neighbouring provinces, as well as the principal traders to Japan, Formosa, Manilla, and the Eastern Isles. The greater part of the large junks that visit the port of Canton, even those from Tien-sing in Pe-tche-lee, are said to belong to Fo-kien. It is also worthy of remark that the principal cities of Fo-kien are chiefly maritime cities.

(N) PASS OF FUN-SHUEY-KUON, NEAR TSON-NGAN-HIEN.—The journey from Tsong-ngan in Fo-kien into Kiang-see, is amidst a range of stupendous mountains, varying in their height and form; some consisting of huge masses of black rock, while others are covered to their very summits with the camphor, the larch, and other lofty trees. During the whole of this journey, scarcely a spot of cultivation, or a fixed habitation is seen. Temporary sheds are erected in some of the deep valleys for the convenience of the porters, where they sleep and obtain refreshment at the end of each day's stage; but these buildings are said to be removed as soon, as the transport of the tea is completed. Two more convenient and permanent habitations or inns, are erected, however, at a day's journey from each other, for the use of the tea-merchants, who usually pass in their light bamboo sedan chairs in three days from Tsong-ngan-hien to Ho-keu; though the porters are generally from eight to ten days carrying the teas from Tsong-ngan-hien to the stream which takes its rise at the foot of the mountains near Yuen-shan-hien, which is a shorter distance. The road, which is rudely paved with small square stones, sometimes winds round the base of a lofty mountain, then, rising half way up the acclivity of another, sinks again into the deep valleys below. In many different places, it lies across the shallow stream that encircles these mountains in every direction, over which the teas are sometimes ferried; and sometimes carried across wooden bridges, which extend a considerable distance on either side of the stream, to prevent their being washed away during the rains, when the torrents from the mountains suddenly swell this shallow stream to the size of a large river.

(O) PASS OF SAN-KUON, NEAR SHAU-U-FU.—The Pass near the city of Shau-u-fu, or Xaou-chew-fu, appears a much frequented route, and I imagine the direct one from Fu-chew-fu into Kiang-see. This city forms one of the keys to the province, and stands on the

west bank of the river Tzu, in Lat. $27^{\circ} 25' N.$, Long. $117^{\circ} 50' E.$ This river takes its rise in the chain of mountains that divides the province of Fo-kien from that of Kiang-see, situated to the N.W. of the city, and glides from thence, first southward and then eastward by the city of Shau-u-fu. Then serpentine in its course to the southward, it falls into the river Si, near the town of Siang-lo, whence taking first an easterly and then a southerly direction, after receiving the waters of the Si-ki, flows past the city of Yen-ping-fu, and finally discharges the united waters of these rivers into the river Min. On the western side of the same mountains, whence the river Tzu takes its rise near the pass of San-kuon, is a river in the province of Kiang-see, which, flowing in a direction to the N.W., passes the two cities of Kyen-chang-fu and Fu-chew-fu, and falls into the Kan-kiang between the two cities of Nan-chang-fu and Lin-kyang-fu.

(P) PASS NEAR PU-CHING-HIEN.—The mountains near the Pass of Pu-ching-hien, which lie in the direct route from Fu-chew-fu to Hang-chew-fu, are described by Du Halde as “being very steep and the valleys very deep. They have made this road as even as the nature of the ground will permit; it is paved with square stones, and furnished with towns full of inns for lodging travellers. On one of these mountains they have made stairs, consisting of more than three hundred steps of flat stones, which go winding round it to render the ascent more easy. This road begins near the town of Pu-ching-hien, and continues for near thirty leagues together to Kiang-shan-hien. No less than ten thousand porters are here employed in carrying goods to and from the province of Che-kiang.” I have no acquaintance with this pass, but it is evident from the number of towns, inns, and porters here spoken of, that this route must be a much frequented one, and that considerable traffic exists on the river Min, to and from the province of Fo-kien.

TRANSPORT OF THE BLACK TEA TO CANTON.

(Q) INLAND TRANSPORT.—Almost the whole of the black tea is transported by inland carriage to Canton. It is first collected and packed at the town of Sing-tsun, situated amidst the mountains of Vu-ye, and from thence conveyed to Tsong-ngan-hien upon rafts, each carrying twelve chests. It is then carried by porters across a mountainous¹ and expensive route to Yuen-shan-hien, which journey occupies, upon an average, eight days. From this place it is trans-

¹ See Appendix N.

ported to Ho-keu in small boats, which hold about twenty-two chests. At Ho-keu it is landed and transported into larger boats, which convey it to Kan-chew-fu. These boats are said to carry about two hundred chests; but in approaching the city of Ky-ngan-fu, the waters are frequently very shallow, a circumstance which not only occasions a detention to the tea on its passage, but the transshipment of a certain quantity into smaller boats, to enable the larger ones to pass over the shallows. A similar inconvenience also prevails near the sources of the two rivers Kan-kiang and Pe-kiang, on either side of the mountains which divide the two provinces of Kiang-see and Quang-tong¹. In passing the She-pa-tan², which are torrents formed by rocks lying across the bed of the river, some skill is required to prevent shipwreck. Men accustomed to the navigation are therefore hired as pilots for this purpose; and it is here where the principal damage on tea takes place in its transport to Canton. From Kan-chew-fu it is conveyed to Nan-gan-fu in boats, which carry about sixty chests, where it is again landed and carried by porters over the great mountains of Ta-moey-lin³ to

¹ Mr. Barrow thus speaks of the river near Nan-gan-fu:—"At Nan-gan-fu, the river Kan-kiang ceases to be navigable. Indeed, the whole of the three last days' navigation might, with propriety, in England, be called only a trout stream; upon which no nation on earth, except the Chinese, would have conceived the idea of floating any kind of craft; they have however adapted, in an admirable manner, the form and construction of their vessels to the nature and depth of the navigation. Yet, in several places, the water was so shallow that they could not be dragged over, until a channel had been made, by removing the stones and gravel with iron rakes."

² The She-pa-tan are thus described by the same traveller. "On the 3rd of September, we approached that part of the river which, on account of the numerous shipwrecks that have happened there, is held in no small degree of dread by the Chinese. They call it the She-pa-tan, or eighteen cataracts; which are torrents formed by ledges of rock running across the bed of the river. They have not, however, any thing very terrific in them, not being one half so dangerous as the fall at London bridge about half tide. This intricate part of the river, where innumerable pointed rocks occurred, some above, some even with, and others just below the surface of the water, required two long days' sail with a fair breeze, and the falls became more rapid and dangerous the farther we advanced. At the fifteenth cataract we perceived two or three vessels lying against the rocks, with their flat-bottoms uppermost."

³ The mountain of Ta-moey-lin, is thus described by Sir George Staunton:—"The mountains which divide the two provinces of Kiang-see and Quang-tong, form a chain running mostly from east to west, and are nearly perpendicular to the range which proceeds southerly from Hang-chew-fu. The travellers began in a little time to ascend the highest of those eminences, the summit of which was

Nan-hyong-fu, in the province of Quang-tong. On their arrival at Nan-hyong-fu, the tea is again shipped, and carried to Shau-chew-fu, where it is transhipped into larger boats, which carry from five to eight hundred chests, and thus conveyed to Canton. The whole expense of carriage, from the black tea country to Canton, may generally be estimated at three taels, six mace per pecul, exclusive of duty, which amounts on tea to only three mace per pecul. The charge of boat hire varies, as the traffic on the rivers is much or little.

TRANSPORT BY SEA.—When the teas are brought by sea to Canton, “they are shipped at Sing-tsun, a town situated in the Bohea country, each boat carrying about fifty chests. In one day they arrive at Vu-ye-ho-keu, where they are then transhipped into larger boats, each carrying two hundred chests. They are then transported down the river Min to Fu-chew-fu. In the spring, when the currents are rapid, in four days they arrive at Fu-chew-fu ; but in autumn it requires eight. They are then shipped in junks, which carry five or six thousand chests each ; and in fourteen or fifteen days they arrive at Canton’.”

confounded with the clouds above it. Two of those clouds, as they appeared at least to be, to some of the spectators, were without motion, and left a void regular space between them ; but after the travellers had ascended a long way upon a circuitous road, so traced for the purpose of being practicable for horsemen, they were astonished to find that those steady clouds formed, themselves, the summit of the mountain, cut down by dint of labour, to a very considerable depth, in order to render the ascent somewhat less steep. Difficult as this passage still continues, it is so much less so than before the top of the mountain was thus cut through, that the statue of the mandarin who had it done, is honoured with a niche in some of the Chinese temples hereabouts. The mountain is clothed with plantations of trees to its utmost height, from whence a most extensive and rich prospect opens at once to the eye. A gentle and uniform descent of several miles on every side, almost entirely clothed with lively verdure, and crowned with towns, villages, and farm-houses, is, as it were, to use Mr. Barrow’s expression, ‘laid at the feet of the spectator ;’ whilst distant plains of unbounded extent, with mountains rising out of the horizon, terminate the view. Towards the northerly point of the compass, appeared, however, a tract of waste and barren ground. The hills scattered over the plain appeared, comparatively to the vast eminence from whence they were viewed, like so many hay-ricks ; as is, indeed, the distant appearance of many other Chinese hills. The town of Nan-gau-fu, which the travellers had lately left, from their present situation seemed merely to be a heap of tiles, while the river that passed by it was like a shining line.” Formidable, however, as this mountain appears by the above description of this ingenious and well-informed author, the expense of portrage of teas across it amounts to only three mace per pecul.

¹ Chinese manuscript.

(Q a) Now when the transshipments of the tea, the carriage by porters, the length of time, and other inconveniences of the inner passage are considered, it requires very little illustration to prove that, in a good state of navigation, the transport by sea would be a considerable saving. Some of the Chinese reckon it a half, and none less than a third, when the junks are successful in their passage; but the risks from pirates, the bad construction of their vessels, ignorance of insurance, and perhaps a natural timidity of character, added to an aversion to the sea, present such difficulties to the minds of these people, that few persons, and these principally adventurers, give the passage by sea a preference.

It is therefore difficult to ascertain with much precision the expense of transport from the Bohea country to Fu-chew-fu.

	M.	C.
One person reckons it from Sing-tsun to Kien-ning-fu	1	2
And from Kien-ning-fu to Fu-chew-fu	2	0
Making the whole expense of carriage	3	2

Another makes it only $\frac{40}{100}$ of a dollar, or 2 mace, 8 candareens, 8 cash per pecul; but a third, 6 mace 8 candareens. I am inclined to think the two first accounts the most deserving of credit; but we will take the mean, and reckon it 4 mace 3 candareens per pecul.

	T.	M.	C.	C.
Thus the inland carriage to Canton, exclusive of duties, being } per pecul	3	6	5	0
And the carriage to Fu-chew-fu only	0	4	3	0
The saving on carriage would amount to, per pecul	3	2	2	0

EXPENSES OF PACKING, AND INLAND TRANSPORT OF TEAS FROM FO-KIEN AND CANTON.

(Q b) EXPENSE OF PACKING.

Sing-tsun, Hong master	every two chests	0	2	2	4
Ditto expenses		0	1	0	0
Quarter chests		0	3	6	0
Paper covering to chests		0	0	4	6
Canisters		0	4	0	0
Expense of packing		0	0	9	0
Ditto bamboo mats		0	0	5	0
Ditto writing the chop name on the mats		0	0	2	0
Ditto rope		0	0	2	6
Tales every two chests		1	3	1	6

EXPENSE OF TRANSPORT.

	T.	M.	C.	C.
From Sing-tsun to Tsong-ngan-hien, on rafts. Each raft } carries twelve chests per pecul }	0	1	6	0
Tsong-ngan-hien Hong expenses	0	1	0	0
Cooley hire from Tsong-ngan-hien to Yuen-shan-hien	1	2	5	0
Yuen-shan-hien Hong expenses	0	0	8	0
From Yuen-shan-hien, in small boats to Ho-keu-chin. Each } boat carries twenty-two chests	0	0	9	0
Ho-keu-chin Hong expenses	0	1	2	0
Ho-keu-chin security boats to Kan-chew-fu. These boats } carry about 200 chests	0	6	3	0
Government duties at Kan-chew-fu	0	1	1	8
Kan-chew-fu security boats to Nan-ngan-fu. Each boat } carries about sixty chests	0	2	5	0
Nan-ngan-fu Hong expenses	0	1	1	0
Cooley hire from Nan-ngan-fu to Nan-hyong-fu	0	3	0	0
Nan-hyong-fu Hong expenses	0	1	1	0
Nan-hyong-fu security boats to Shau-chew-fu. Each boat } carries 130 chests	0	1	5	0
Imperial duties at Shau-chew-fu	0	1	2	2
Shau-chew-fu security boats to Quang-chew-fu (Canton). } Each boat carries about 600 chests	0	3	0	0
Quang-chew-fu custom master, present	0	0	3	0
Total expense of transport, per pecul, tales,	3	9	2	0

(Q c)

EXPENSE OF CARRIAGE.

The amount of carriage from Tsong-ngan-hien to Canton	3	9	2	0	
Duty, Kan-chew-fu	0.118				
— Shau-chew-fu	0.122				
Present, Quang-chew-fu, custom master ..	0.030	0	2	7	0
[Per pecul, exclusive of duties, tales,	3	6	5	0	

THE RIVER MIN.

(R) The only navigable river of importance in the province of Fo-kien is the river Min, one of the branches of which divides itself into several small streams that flow in and about the mountains of Vu-ye, the country in which the black tea is produced. To the southward of these mountains, at the town of Kien-yang-hien, these several streams unite, and then flow in a S.E. direction to Kien-ning-fu. This is a city of much trade, as it lies in the way of all goods that pass up and down the river, to and from the provinces of Tchc-

kiang and Kiang-nan; and upon a census taken in 1790, was found to contain a population of about 260,000 inhabitants¹. This branch of the river begins to be navigable at the town of Tsong-ngan-hien, situated about ten miles to the N.E. of the tea country. Another branch begins to be navigable near the town of Pu-ching-hien, about ninety miles to the N.E. of Kien-ning-fu. About ten miles to the north of this latter city these two branches unite, and then flowing for about forty miles in a direction nearly south, pass the city of Yen-ping-fu. Here, after receiving the waters of three other rivers, the Tzu, the Si, and the Si-ki, whose sources lie in the S.W. part of the province, the river then takes a course nearly S.E., and flows into the sea about thirty miles below the city of Fu-chew-fu, the capital of the province. Its distance from Yen-ping-fu is about 110 miles, making the whole course of the river, from the towns of Tsong-ngan-hien and Pu-ching-hien, about 270 miles. Ogilby observes, that "from the town of Pu-ching-hien to Kiu-keu, the river falls with great force of water through valleys, rocks, and cliffs; but from thence glides on but slowly. In three days they go from the above town to Fu-chew-fu with the stream, whereas they are fifteen days towing up against it." The Fo-kien merchants say, that in spring, the currents then being rapid, in four days the teas are transported down to Fu-chew-fu, but in autumn it requires eight. The Dutch embassy under Van Hoorn, in 1667, which passed up this river in the month of February, on their way to Peking, were (exclusive of stoppages at certain towns) about seventeen days on their passage from Fu-chew-fu to Pu-ching-hien, and seven days on their return in the months of September and November.

FU-CHEW-FU. THE CAPITAL OF THE PROVINCE OF FO-KIEN.

(S) "This city presides over nine cities of the third order. Besides the Fu-yen, the Tsong-tu, who is the governor-general both of this province and that of Tche-kiang, resides here. It is famous for the advantage of its situation, the greatness of its trade, multitude of its literati, fertility of its soil, beauty of its river, which carries the largest barks in the empire up to the walls; and lastly, for its admirable bridge of above a hundred arches, built with fair white stone, across the bay. All its little hills are full of cedars, orange and lemon trees²." By the chart in the Appendix, taken from Dalrym-

¹ This account of the population of Kien-ning-fu is taken from a Chinese statistical work of recent publication.

² Du Halde.

ple's collection, the harbour seems to contain a sufficient depth of water for ships of the greatest burden. This port appears to be known to the English by the name of Ting-hay harbour, from the circumstance of the Canton having been piloted here by a fisherman, 7th August, 1797. Horsburg observes, "she anchored in seven and a half fathoms of blue mud opposite the town, entirely surrounded by land. To the westward of this harbour is a deep and extensive bay, formed by the two points of Ting-hay and May-how-sou." The same author observes that "the river Chang¹ falls into the bottom of this bay, and about seven leagues up stands the city of Fu-chew-fu; at the entrance of the river there are several islands and banks separated by narrow channels from each other, and a little inside these banks is six or seven fathoms water."

PORT IN KIANG-NAN.

(T) It is doubtful whether ships of heavy burden can enter the river Yang-tse-kiang. This port is thus described by Du Halde: "The breadth and depth of the Yang-tse-kiang rendered Nankin formerly an excellent port. The famous corsair, who besieged it in the late troubles, passed easily up to it; but at present the great barks, or rather the Chinese vessels of carriage, do not enter the river, either because the mouth is stopped up of itself, or that the Chinese, out of policy, make no more use of it, that the knowledge of it by degrees may be lost." It is certain, however, that much of the Kiang-nan cotton, brought inland to the southern provinces, is carried up the Yang-tse-kiang in 'junks. It is shipped at the town of Tong-chew, situated at the mouth of the Yang-tse-kiang, and is carried up that river as far as Kyeu-kiang-fu, in the province of Kiang-see, where it is transhipped into vessels of smaller size, and conveyed to Canton. Similar doubts are also expressed by the same author respecting the entrance of the river Sien-tang-kiang, which flows past the city of Hwang-chew-fu, the capital of Tche-kiang. "The river opposite the city is about 4000 geometrical paces in breadth, but ships cannot enter it because of its shallows." Supposing neither of these rivers to be accessible to ships of heavy burden, the port of Shang-hay-hien, near the city of Song-kiang-fu, should be surveyed. The same author gives the following description of these places: "The city of Song-kiang-fu is built in the water, and

¹ The name of this river is Min, not Chang. Chang I imagine to be a corruption of the word Kiang or Chiang, which in the Chinese language signifies a river.

the Chinese ships, or rather vessels of carriage, enter it on every side, and so pass to the sea, which is not far distant. The extraordinary quantity of cotton and lovely calicos of all sorts, wherewith it furnishes not only the empire, but also foreign countries, render it famous, and of very great resort. It has but four cities under its jurisdiction, but it is neither the less fertile nor rich on that score, for though these cities are of the third order, they may compare with the best for magnitude, the extraordinary resort of merchants from all parts throughout the year, and the different sorts of commerce carried on there; such is for instance the town of Shang-hay-hien, where ships from Fo-kien are continually entering, and others sailing out to trade with Japan." This town is placed by Du Halde in lat. $31^{\circ} 9' N.$, but other authorities place it in $30^{\circ} 14'$ and $16'$.

The importance, however, of Shang-hay-hien, as a port of trade, must depend upon the city of Su-chew-fu not being accessible to ships of heavy burden. For if European vessels could pass sufficiently high up any of the rivers leading to Su-chew-fu to enable a factory to be established in that city, and any sacrifice of geographical position be deemed advisable to insure the residence of a viceroy at the port of trade, then Su-chew-fu, from possessing this, among other important advantages, would perhaps be the most eligible situation in all China for the import trade.

¶ Mr. Lindsay, in speaking of Shang-hai-hien, observes, "Considering the extraordinary advantages which this place possesses for foreign trade, it is wonderful that it has not attracted more observation. One of the main causes of its importance is found in its fine harbour and navigable river (the Woo-Sung), by which, in point of fact, Shang-hai is the seaport of the Yang-tse-kiang, and the principal emporium of Eastern Asia, the native trade of it greatly exceeding even that of Canton. In seven days, upwards of 400 junks, varying in size from 100 to 400 tons, passed Woo-Sung, and proceeded to Shang-hai. During the first part of our stay, most of these vessels were the north country junks, with four masts, from Tien-tsin, and various parts of Manchew Tartary. But during the latter part of our stay, the Fo-kien junks began to pour in, to the number of thirty and forty per day. Many of these were from Formosa, Canton, the Eastern Archipelago, Cochin China, and Siam. Commodious wharfs and large warehouses occupy the banks of the river, which is deep enough to allow junks to come and unload alongside of them; in the middle it has from six to eight fathoms, and is nearly half a mile in breadth."

There can be no doubt of the importance of Shang-hai-hien as an emporium for imports; but to free us from the vexations and extortions of the inferior officers of government, it would be necessary to establish either a factory at Su-chew-fu, or the residence of some officer in that city empowered to hold direct communication with the viceroy.